



COMMISSION OF THE EUROPEAN COMMUNITIES

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**ANNUAL REPORT FROM THE COMMISSION TO THE COUNCIL AND THE
EUROPEAN PARLIAMENT**

**on Member States' efforts during 2003 to achieve a sustainable balance between fishing
capacity and fishing opportunities**

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1. INTRODUCTION

Article 14 of Council Regulation (EC) No 2371/2002¹ and Article 12 of Commission Regulation 1438/2003² requires Member States to submit to the Commission, before 1 May each year, a report on their efforts during the previous year to achieve a sustainable balance between fleet capacity and available fishing opportunities. On the basis of these reports and the data in the Community Fishing Fleet Register³ the Commission produced for the year 2003 a summary which was presented to the ‘Scientific Technical and Economic Committee for Fisheries’ (STECF) and the ‘Committee for Fisheries and Aquaculture’. In this report the Commission now presents that summary, accompanied by the opinions of the above-mentioned committees, to the Council and the European Parliament.

This report is divided into two parts:

- The first part describes the rules that must be followed by Member States in managing their fleets and summarises the information submitted according to Article 13 of Commission Regulation 1438/2003 on implementing rules for fleet policy;
- The second part shows the development of Member States’ fleets’ capacities in 2003 in the form of numeric tables containing the relevant information on the entries and exits of vessels for each national fleet.

Note: The fleets of new Member States that joined the European Union at 1 May 2004 are not covered by this report as they were not subject to the Common Fisheries Policy (CFP) in 2003.

2. FLEET MANAGEMENT IN THE REFORMED COMMON FISHERIES POLICY

Following the reform of the CFP adopted in December 2002, the management of fishing fleets has changed: the Multi-Annual Guidance Programmes (MAGP) with fleet segmentation and capacity and/or effort ceilings by fleet segment have been replaced by the general rule that new capacity, expressed in terms of tonnage and power, introduced into the fleet cannot be higher than capacity withdrawn from it.

a) Entry/Exit regime

From 1 January 2003 Member States have had to respect a strict entry-exit regime applying to the capacity of their fleets, measured in terms of both tonnage and power. Any entry of capacity into the fleet of a Member State has to be compensated by the previous exit of at least the same amount of capacity (ratio 1:1, “at any time”), unless the entry corresponds to works to improve safety, hygiene or living and working conditions on board (Article 11(5) of Council Regulation 2371/2002). For entries of new vessels between 100 and 400 GT built with public aid (this is only possible until 31 December 2004) the Member State has to withdraw 35% more capacity than it introduces (ratio 1:1.35).

¹ Council Regulation 2371/2002 (OJ L 358 of 31 December 2002, p.59-80)

² Commission Regulation 1438/2003 (OJ L 204 of 13 August 2003, p.21-28)

³ Commission Regulation 26/2004 (OJ L 5 of 9 January 2004, p.25-35)

Another important rule is that capacity leaving the fleet with public aid cannot be replaced. Such capacity is subtracted directly from the fleet and also from the reference level established in accordance with Article 12 of Council Regulation 2371/2002, and it therefore counts against the entry/exit regime in the ratio 0:1. Capacity reductions supported with public aid are therefore definitive.

All of this means that, as a general rule, the capacity of the Member State's fleets cannot increase with respect to its levels on 1 January 2003. In practice this is likely to be the case. However, the implementing rules for the fleet policy allow for the introduction of vessels outside the framework of the entry/exit regime in the case where decisions have been made by the national authorities between 1 January 2000 and 31 December 2002 for those vessels to enter the fleet after 1 January 2003. These entries have to take place at the most 3 years after the date of the administrative decision (i.e. at the latest by the end of 2005) and must comply with the rules that existed at that time, in particular Article 9 of the Financial Instrument for Fisheries Guidance (FIFG).

b) Reference Levels

The reference levels for the fleets of Member States are the sum of the global final objectives of MAGP IV as established by Article 12 of Council Regulation 2371/2002. France, Portugal and Spain have a specific reference level for their mainland fleet and a separate one for their fleets registered in the outermost regions, for which different rules apply (Council Regulation 639/2004)⁴. Member States may not exceed their reference levels at any time.

When a Member State undertakes decommissioning with public aid, these reference levels are automatically reduced by the amount of capacity scrapped. In addition, Member States who give aid to construction of vessels will see their initial 2003 reference level reduced by 3% by the end of 2004. Since most Member States were already well below this reference level at the beginning of 2003 its impact is not very significant. Compliance with this rule will, however, be assessed in the annual report for 2004.

Since the reference levels are a legacy of MAGP IV (period 1997-2002), the Council decided that they would not apply to the Member States that joined the EU on 1 May 2004 (Commission Regulation 916/2004)⁵.

c) Remeasurement of tonnage

The remeasurement of the Community fleet is based on Council Regulation (EC) No 3259/94⁶ and Commission Decision 95/84/EC⁷. The aim is to apply tonnage measurement according to the London Convention to the entire European fleet, requiring, as a consequence, that all fishing vessels should be measured in GT.

The fleet should have been entirely remeasured by December 2003 for vessels between 15 and 24 m, and earlier for vessels greater than 24 m (1994) or less than 15 m (1998).

⁴ Council Regulation 639/2004 (OJ L 102 of 7 April 2004, p.9-11)

⁵ OJ L 163, 30.4.2004, p 81

⁶ OJ L 339, 29.12.1994, p. 11

⁷ OJ L 67, 25.3.1995, p. 33

The reference levels defined on the basis of Article 12 of Regulation (EC) 2371/2002 must take into account the fact that the remeasurement process is not finished yet for a number of Member States. In cases where the remeasurement of the fleet has not been completed the tonnage figures used in this report are a mixture of GT and GRT.

3. COMMUNITY FISHING FLEET REGISTER

The main tool for monitoring the fishing fleet is the Community Fishing Fleet Register (CFR). Member States are obliged to transmit all relevant information on the characteristics of approximately 90,000 marine fishing vessels, together with information on entries to and exits from the fleet. All information contained in the tables in the annex has been taken from the CFR, with the exception of:

- data on entries corresponding to administrative decisions taken by national authorities before 2003 for which either the corresponding exits had taken place before 2003 (GT_1 / kW_1 and GT_3 / kW_3) or which were subject to a higher entry/exit ratio (GT_2 / kW_2 and GT_4 / kW_4), in table a, and;
- data on entries with public aid.

Only in these two cases the information has been taken directly from the Member States.

4. SUMMARY OF MEMBER STATES' ANNUAL REPORTS

a) Description of the fleets in relation to the state of fisheries

In 2003, following the steady trend of recent years, all Member States have reduced the capacity of their fleets, mainly as a result of national decommissioning schemes. Decommissioning schemes are often linked to restrictions imposed by a Community recovery plan, such as for Denmark, United Kingdom or Spain (Cod recovery plan, NAFO recovery plan for Greenland halibut) or by current Community rules on capacity, as for France and Belgium (i.e. Reference Levels).

b) Impact of effort reduction schemes on capacity

It has mainly been the fleets of northern Member States that have so far been affected by effort reduction measures as a result of the introduction of cod recovery measures. Almost all Member States, however, report that the downward trend in fleet size is in particular due to the poor state of certain stocks (such as cod in the North and Baltic Seas, sole and plaice in the North Sea, herring in the Baltic Sea).

c) Strengths and Weaknesses

Most Member States have considered 2003 as a transitional year in which they had to adapt to the new regime on fleet management. The fact that the segments of MAGP IV were abandoned under the new Regulation caused some organisational and/or informatics difficulties for some Member States. While most have welcomed the new regime - widely considering it as a substantial simplification - some Member States have decided to keep the old segmentation for internal management purposes.

Some Member States stressed that because of limited human resources they have failed to meet the official deadlines in implementing and reporting according to the new Commission Regulation 1438/2003. However the situation is now improving as the Member States adapt to the new system.

Several Member States pointed out that the entry/exit regime alone was not a major contributor to an overall fleet capacity reduction. Furthermore, even when respecting the overall requirements (reference levels, entry/exit regime, the reduction of 3% for aid commitments for fleet renewal), some Member States doubted that this reduction would lead to a long-term balance between fleet capacity and available fishing opportunities (e.g. technological progress is not taken into account).

d) Compliance with the entry/exit regime and with levels of reference

Compliance at the end of 2003 with the entry/exit regime and with reference levels is described in the summary tables 1 and 2 and in the Technical Annex by application of the formulae fixed in Commission Regulation (EC) 1438/2003 to each Member State's fleet.

5. CONCLUSIONS FROM THE COMMISSION

In 2003 the overall capacity of the Community fleet was reduced by 40.362 GT and 142.727 kW, which represents a reduction of 2 % of the total capacity of the Community fleet. 44 % of the capacity withdrawals from the fleet were supported by public aid which means that this capacity cannot be replaced.

It was not possible to fully assess whether Member States have complied with the entry/exit "at any time" rule because the necessary adaptation of the fleet register only became operational on 1 September 2004. As stated under section 3 on page 5 of this report, the data relating to entries in 2003 based on decisions taken before 1 January 2003 was submitted by the Member States separately and could not be directly verified in the Community fishing fleet register. The Commission will continue to control these data in order to assess their quality. The information on how Member States have complied with the "at any time" rule and on the exact application of the 1:1,35 ratio for publicly assisted entries of vessels between 100 GT and 400 GT will be made available in future reports.

The following tables summarise compliance, at 31 December 2003, with the entry/exit regime and the reference levels. A majority of Member States have complied with these rules. However, Belgium and Italy do not comply with the tonnage ceiling and Italy does not comply with the engine power ceiling. In addition, Belgium does not comply with the reference level in tonnage.

The Italian authorities contest these conclusions and argue that the Italian fleet has respected the entry-exit provisions. In order to support this claim they have lately submitted additional information, not included in the CFR, which the Commission services are now analysing.

As explained above, this report is primarily based on data extracted from the CFR, except where these data were not yet available. Discrepancies remain between the data presented by Member States in their reports and those resulting from their declarations to the CFR. These discrepancies should be eliminated in the next annual report of the Commission, once the new CFR is fully operational. The data presented by MS in their national reports do not modify the conclusions of the report, except potentially in the case of Italy as explained above.

According to Article 16 of Council Regulation 2371/2002, those Member States that do not comply with the Articles 11, 13 and 15 of this Regulation shall be obliged to reduce their fishing effort to a level which would have existed if they had complied with the above mentioned articles. Furthermore they may be subject to a proportionate suspension of the Community financial assistance under the FIG.

Table 1: Compliance with Entry/Exit ceilings at 31 December 2003

Country	GT			kW		
	Fleet capacity	Entry/Exit ceiling	degree of compliance	Fleet capacity	Entry/Exit ceiling	degree of compliance
	at 31/12/2003			at 31/12/2003		
BEL	23.794	23.372	1,018	66.869	67.857	0,985
DEU	66.002	69.772	0,946	160.248	165.767	0,967
DNK	96.288	99.783	0,965	324.732	331.454	0,980
ESP	449.973	467.838	0,962	1.097.501	1.143.838	0,959
FIN	19.352	19.690	0,983	187.605	189.917	0,988
FRA	211.933	213.498	0,993	900.055	908.818	0,990
UK	222.909	233.840	0,953	897.784	912.173	0,984
GRC	99.244	99.246	1,000	571.742	571.753	1,000
IRL	86.138	87.018	0,990	226.110	230.226	0,982
ITA	219.608	217.097	1,012	1.292.692	1.286.745	1,005
NLD	200.507	202.200	0,992	470.202	474.849	0,990
PRT	98.140	98.983	0,991	328.496	331.655	0,990
SWE	43.974	44.854	0,980	220.894	225.525	0,979

BOLD ITALIC INDICATES THAT THE CEILING HAS BEEN EXCEEDED

Table 2: Compliance with Reference level at 31 December 2003

Country	GT			kW		
	Fleet capacity	Reference level	degree of compliance	Fleet capacity	Reference level	degree of compliance
	at 31/12/2003			at 31/12/2003		
BEL	23.794	23.372	1,018	66.869	67.857	0,985
DEU	66.002	84.262	0,783	160.248	175.927	0,911
DNK	96.288	129.390	0,744	324.732	444.687	0,730
ESP	449.973	709.165	0,635	1.097.501	1.630.788	0,673
FIN	19.352	23.203	0,834	187.605	216.195	0,868
FRA	211.933	229.690	0,923	900.055	917.611	0,981
UK	222.909	272.139	0,819	897.784	1.091.374	0,823
GRC	99.244	114.940	0,863	571.742	627.359	0,911
IRL	86.138	86.981	0,990	226.110	230.226	0,982
ITA	219.608	229.250	0,958	1.292.692	1.335.156	0,968
NLD	200.507	213.112	0,941	470.202	526.988	0,892
PRT	98.140	168.476	0,583	328.496	403.034	0,815
SWE	43.974	51.603	0,852	220.894	259.986	0,850

BOLD ITALIC INDICATES THAT THE REFERENCE LEVEL HAS NOT BEEN RESPECTED.

TECHNICAL ANNEX - RESULTS BY MEMBER STATE

The following tables summarise the developments of the Member States' fleets in relation to their compliance with two levels:

- the entry/exit level; the levels of reference.

A comparison between these levels and the situation of the fleet on 1 January 2003 ("baselines") has been made based on data collected from the Community Fleet Register as registered on 24th August 2004 and on data from the national reports. For each Member State's fleet the following tables are shown:

Table a) - Calculation of baselines (GT₀₃ and kW₀₃) at 31 December 2003

The baselines against which entries and exits over 2003 must be assessed are:

- the capacity identified in the Community Fishing Fleet Register at 1 January 2003,
- plus the capacity entered into the fleet in 2003 based on administrative decisions taken by the national authorities between 1 January 2000 and 31 December 2002, for which an associated capacity had been withdrawn before 1 January 2003 (GT₁ and kW₁ for entries with aid, GT₃ and kW₃ for entries without aid),
- minus 35% of the capacity entered into the fleet in 2003 with public aid based on an administrative decision taken by the national authorities between 1 January 2002 and 30 June 2002 concerning an MAGP IV segment that did not comply with its objectives, for which an associated capacity withdrawal took place in 2003 (GT₂ or kW₂),
- minus 30% of the capacity entered into the fleet in 2003 with public aid based on an administrative decision taken between 1 January 2000 and 31 December 2001 concerning an MAGP IV segment that did not comply with its objectives, for which an associated capacity withdrawal took place in 2003 (GT₄ or kW₄).

According to Article 6 of Commission Regulation (EC) 1438/2003, the corresponding equations are:

$$GT_{03} = GT_{FR} + GT_1 - 0,35 GT_2 + GT_3 - 0,30 GT_4$$

$$kW_{03} = kW_{FR} + kW_1 - 0,35 kW_2 + kW_3 - 0,30 kW_4$$

Table b) - Management of entries and exits during 2003

Table b shows Member States' compliance, in 2003, with the following formulae (Article 7 of Commission Regulation (EC) No 1438/2003):

$$GT_t \leq GT_{03} - GT_a - 0,35 GT_{100} + GT_s + \Delta(GT-GRT)$$

$$kW_t \leq kW_{03} - kW_a - 0,35 kW_{100}$$

where:

- GT_t or kW_t = the size in tonnage and power of the Member State's fleet at 31 December 2003,
- GT_{03} or kW_{03} : see table a) above;
- GT_a or kW_a = capacities leaving the fleet with public aid after 31 December 2002;
- GT_{100} or kW_{100} = capacities of vessels more than 100 GT entering the fleet with public aid;
- GT_S = safety tonnage granted under provisions of Article 11(5) of Regulation 2371/2002;
- $\Delta(GT-GRT)$ = balance as a result of the re-measurement of the fleet. This term is included in the value of the terms GT_t and GT_{03} . This has been done in this way because of the difficulties found in order to calculate it, arising from the incorrect declaration of vessel re-measuring to the Community Fleet Register.

Table c) - Management of reference levels during 2003

- The baselines are the sum of the MAGP IV objectives for the mainland fleets in GT and kW. The reference levels at 1 January 2003, ($R(GT_{03})$ and $R(kW_{03})$), are fixed in annex I to Commission Regulation(EC) No 1438/2003. Specific reference levels have been fixed for outermost regions in an appropriate legal framework.
- Table c shows Member States' compliance, during 2003, with the following formulae (Article 4 of R. 1438/2003):

$$R(GT_t) = R(GT_{03}) - GT_a - 0,35 GT_{100} + GTS + \Delta R(GT-GRT)$$

$$R(kW_t) = R(kW_{03}) - kW_a - 0,35 kW_{100}$$

where:

$R(GT_t)$ or $R(kW_t)$ = The reference level in tonnage and power for the Member State's fleet at 31 December 2003;

The term $\Delta R(GT-GRT)$ has not been included. This will only be done once the reference levels are updated to take into account the effect of the re-measurement of the fleet.

BELGIUM

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
24.276	0	0	0	0	24.276

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
67.774	0	0	0	0	67.774

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	24.276	kW _{FR}	67.774
2	Capacity level for the application of the entry-exit regime	GT ₀₃	24.276	kW ₀₃	67.774
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		0		624
5	Increases in tonnage GT for reasons of safety (b).	GT _S	0		0
6	Total entries (3 + 4 + 5)		0		624
7	Exits financed with public aid (a)	GT _a	0	kW _a	0
8	Other exits (not included in 7) (a)		482		1.529
9	Total exits (7 + 8) (c)		482		1.529
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	23.794	kW _t	66.869
11	Fleet ceiling 31 December 2003 (reference level) (e)		23.372		67.857

(a). situation as registered in the Community Fleet Register on 24th August 2004

(b). based on Member State's annual report

(c). assumes reduction of capacity due to vessel exits

(d). calculation of 4 = 10 - 1 - 3 - 5 + 9

(e). if the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference

c) Management of reference levels during 2003

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	23.372	R(kW)₀₃	67.857
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	0
4	Exits financed with public aid	GT_a	0	kW_a	0
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	23.794	kW_t	66.869
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	23.372	R(kW)_t	67.857

(a). situation as registered in the Community Fleet Register on 24th August 2004

GERMANY

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
69.220	47	0	505	0	69.772

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
163.809	221	0	1.737	0	165.767

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	69.220	kW _{FR}	163.809
2	Capacity level for the application of the entry-exit regime	GT ₀₃	69.772	kW ₀₃	165.767
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		1.651		6.871
5	Increases in tonnage GT for reasons of safety (b).	GT _S	0		0
6	Total entries (3 + 4 + 5)		1.651		6.871
7	Exits financed with public aid (a)	GT _a	0	kW _a	0
8	Other exits (not included in 7) (a)		4.869		10.432
9	Total exits (7 + 8) (c)		4.869		10.432
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	66.002	kW _t	160.248
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		69.772		165.767

- (a). situation as registered in the Community Fleet Register on 24th August 2004
 (b). based on Member State's annual report
 (c). assumes reduction of capacity due to vessel exits
 (d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	84.262	R(kW)₀₃	175.927
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	0
4	Exits financed with public aid	GT_a	0	kW_a	0
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	66.002	kW_t	160.248
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)₀₃	84.262	R(kW)_t	175.927

(a). situation as registered in the Community Fleet Register on 24th August 2004

DENMARK

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
103.099	0	0	0	0	103.099

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
346.293	0	0	0	0	346.293

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (b)	GT _{FR}	103.099	kW _{FR}	346.293
2	Capacity level for the application of the entry-exit regime	GT ₀₃	103.099	kW ₀₃	346.293
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		1.829		9.813
5	Increases in tonnage GT for reasons of safety (b).	GT _S	0		0
6	Total entries (3 + 4 + 5)		1.829		9.813
7	Exits financed with public aid (a)	GT _a	3.316	kW _a	14.839
8	Other exits (not included in 7) (a)		5.324		16.535
9	Total exits (7 + 8) (c)		8.640		31.374
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	96.288	kW _t	324.732
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		99.783		331.454

(a). situation as registered in the Community Fleet Register on 24th August 2004

(b). based on Member State's annual report

(c). assumes reduction of capacity due to vessel exits

(d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) Management of reference levels during 2003

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	132.706	R(kW)₀₃	459.526
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	0
4	Exits financed with public aid	GT_a	3.316	kW_a	14.839
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	96.288	kW_t	324.732
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	129.390	R(kW)_t	444.687

(a). situation as registered in the Community Fleet Register on 24th August 2004

SPAIN (excluding the Canary Islands)

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
466.665	20.352	0	0	0	487.017

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
1.144.823	39.966	0	0	0	1.184.789

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	466.665	kW _{FR}	1.144.823
2	Capacity level for the application of the entry-exit regime	GT ₀₃	487.017	kW ₀₃	1.184.789
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		22.456		50.725
5	Increases in tonnage GT for reasons of safety (b).	GT _S	452		0
6	Total entries (3 + 4 + 5)		22.907		50.725
7	Exits financed with public aid (a)	GT _a	19.630	kW _a	40.951
8	Other exits (not included in 7) (a)		19.969		57.096
9	Total exits (7 + 8) (c)		39.599		98.047
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	449.973	kW _t	1.097.501
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		467.838		1.143.838

(a). situation as registered in the Community Fleet Register on 24th August 2004

(b). based on Member State's annual report

(c). assumes reduction of capacity due to vessel exits

(d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) Management of reference levels during 2003

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	728.344	R(kW)₀₃	1.671.739
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	452	-	0
4	Exits financed with public aid	GT_a	19.630	kW_a	40.951
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	449.973	kW_t	1.097.501
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	709.165	R(kW)_t	1.630.788

(a). situation as registered in the Community Fleet Register on 24th August 2004

FINLAND

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
19.690	0	0	0	0	19.690

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
189.917	0	0	0	0	189.917

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	19.690	kW _{FR}	189.917
2	Capacity level for the application of the entry-exit regime	GT ₀₃	19.690	kW ₀₃	189.917
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		149		3.930
5	Increases in tonnage GT for reasons of safety (b).	GT _s	0		0
6	Total entries (3 + 4 + 5)		149		3.930
7	Exits financed with public aid (a)	GT _a	0	kW _a	0
8	Other exits (not included in 7) (a)		487		6.241
9	Total exits (7 + 8) (c)		487		6.241
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	19.352	kW _t	187.605
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		19.690		189.917

- (a). situation as registered in the Community Fleet Register on 24th August 2004
 (b). based on Member State's annual report
 (c). assumes reduction of capacity due to vessel exits
 (d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	23.203	R(kW)₀₃	216.195
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	0
4	Exits financed with public aid	GT_a	0	kW_a	0
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	19.352	kW_t	187.605
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	23.203	R(kW)_t	216.195

(a). situation as registered in the Community Fleet Register on 24th August 2004

FRANCE (excluding the French Overseas Departments)

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
213.174	891	0	0	0	214.065

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
910.117	2.059	0	0	0	912.176

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	213.174	kW _{FR}	910.117
2	Capacity level for the application of the entry-exit regime	GT ₀₃	214.065	kW ₀₃	912.176
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		6.260		18.618
5	Increases in tonnage GT for reasons of safety (b).	GT _S	45		0
6	Total entries (3 + 4 + 5)		6.305		18.618
7	Exits financed with public aid (b)	GT _a	612	kW _a	3.358
8	Other exits (not included in 7) (b)		6.934		25.322
9	Total exits (7 + 8) (c)		7.546		28.680
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	211.933	kW _t	900.055
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		213.498		908.818

- (a). situation as registered in the Community Fleet Register on 24th August 2004
 (b). based on Member State's annual report
 (c). assumes reduction of capacity due to vessel exits
 (d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	230.257	R(kW)₀₃	920.969
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	45	-	0
4	Exits financed with public aid	GT_a	612	kW_a	3.358
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	211.933	kW_t	900.055
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	229.690	R(kW)_t	917.611

(a). situation as registered in the Community Fleet Register on 24th August 2004

UNITED KINGDOM

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
239.233	0	0	8.588	0	247.821

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
926.707	0	0	23.286	0	949.993

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	239.233	kW _{FR}	926.707
2	Capacity level for the application of the entry-exit regime	GT ₀₃	247.821	kW ₀₃	949.993
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		21.114		79.054
5	Increases in tonnage GT for reasons of safety (b).	GT _s	0		0
6	Total entries (3 + 4 + 5)		21.114		79.054
7	Exits financed with public aid (b)	GT _a	13.981	kW _a	37.820
8	Other exits (not included in 7) (a)		23.457		70.157
9	Total exits (7 + 8) (c)		37.438		107.977
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	222.909	kW _t	897.784
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		233.840		912.173

- (a). situation as registered in the Community Fleet Register on 24th August 2004
 (b). based on Member State's annual report
 (c). assumes reduction of capacity due to vessel exits
 (d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	286.120	R(kW)₀₃	1.129.194
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀		kW₁₀₀	
3	Increases in tonnage GT for reasons of safety	GT_s		-	0
4	Exits financed with public aid	GT_a	13.981	kW_a	37.820
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	222.909	kW_t	897.784
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	272.139	R(kW)_t	1.091.374

(a). situation as registered in the Community Fleet Register on 24th August 2004

GREECE

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
102.747	0	0	1.469	0	104.216

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
597.351	0	0	540	0	597.891

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	102.747	kW _{FR}	597.351
2	Capacity level for the application of the entry-exit regime	GT ₀₃	104.216	kW ₀₃	597.891
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		3.386		12.558
5	Increases in tonnage GT for reasons of safety (b).	GT _s	0		0
6	Total entries (3 + 4 + 5)		3.386		12.558
7	Exits financed with public aid (a)	GT _a	4.971	kW _a	26.138
8	Other exits (not included in 7) (a)		1.918		12.029
9	Total exits (7 + 8)		6.889		38.167
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	99.244	kW _t	571.742
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		99.245		571.753

- (a). situation as registered in the Community Fleet Register on 24th August 2004
 (b). based on Member State's annual report
 (c). assumes reduction of capacity due to vessel exits
 (d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	119.910	R(kW)₀₃	653.497
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	0
4	Exits financed with public aid	GT_a	4.970	kW_a	26.138
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	99.244	kW_t	571.742
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	114.940	R(kW)_t	627.359

(a). situation as registered in the Community Fleet Register on 24th August 2004

IRELAND

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
86.129	0	0	889	0	87.018

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
228.320	0	0	2.745	0	231.065

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	86.129	kW _{FR}	228.320
2	Capacity level for the application of the entry-exit regime	GT ₀₃	87.018	kW ₀₃	231.065
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		2.856		8.271
5	Increases in tonnage GT for reasons of safety (b).	GT _S	0		0
6	Total entries (3 + 4 + 5)		2.856		8.271
7	Exits financed with public aid (a)	GT _a	0	kW _a	0
8	Other exits (not included in 7) (a)		2.847		10.481
9	Total exits (7 + 8) (c)		2.847		10.481
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	86.138	kW _t	226.110
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		87.018		230.226

- (a). situation as registered in the Community Fleet Register on 24th August 2004
 (b). based on Member State's annual report
 (c). assumes reduction of capacity due to vessel exits
 (d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	86.981	R(kW)₀₃	230.226
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	0
4	Exits financed with public aid	GT_a	0	kW_a	0
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	86.138	kW_t	226.110
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	86.981	R(kW)_t	230.226

(a). situation as registered in the Community Fleet Register on 24th August 2004

ITALY

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
216.190	0	0	1.519	0	217.709

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
1.284.777	0	0	5.783	0	1.290.560

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	216.190	kW _{FR}	1.284.777
2	Capacity level for the application of the entry-exit regime	GT ₀₃	217.709	kW ₀₃	1.290.560
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		4.992		19.826
5	Increases in tonnage GT for reasons of safety (b).	GT _S	0		0
6	Total entries (3 + 4 + 5)		4.992		19.826
7	Exits financed with public aid (b)	GT _a	612	kW _a	3.815
8	Other exits (not included in 7) (a)		962		8.096
9	Total exits (7 + 8) (c)		1.574		11.911
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	219.608	kW _t	1.292.692
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		217.097		1.286.745

(a). situation as registered in the Community Fleet Register on 24th August 2004

(b). based on Member State's annual report

(c). assumes reduction of capacity due to vessel exits

(d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	229.862	R(kW)₀₃	1.338.971
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	0
4	Exits financed with public aid	GT_a	612	kW_a	3.815
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	219.608	kW_t	1.292.692
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	229.250	R(kW)_t	1.335.156

(a). situation as registered in the Community Fleet Register on 24th August 2004

NETHERLANDS

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
201.094	0	0	1.133	0	202.227

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
472.206	0	0	2.722	0	474.928

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	201.094	kW _{FR}	472.206
2	Capacity level for the application of the entry-exit regime	GT ₀₃	202.227	kW ₀₃	474.928
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		446		1.597
5	Increases in tonnage GT for reasons of safety (b).	GT _S	0		0
6	Total entries (3 + 4 + 5)		446		1.597
7	Exits financed with public aid (a)	GT _a	27	kW _a	79
8	Other exits (not included in 7) (a)		1.006		3.521
9	Total exits (7 + 8) (c)		1.033		3.600
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	200.507	kW _t	470.202
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		202.200		474.849

(a). situation as registered in the Community Fleet Register on 24th August 2004

(b). based on Member State's annual report

(c). assumes reduction of capacity due to vessel exits

(d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	213.139	R(kW)₀₃	527.067
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	0
4	Exits financed with public aid	GT_a	27	kW_a	79
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	200.507	kW_t	470.202
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	213.112	R(kW)_t	526.988

(a). situation as registered in the Community Fleet Register on 24th August 2004

PORTUGAL (excluding the Azores and Madeira)

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
99.398	2.499	0	112	0	102.009

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
331.132	7.780	0	1.734	0	340.646

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	99.398	kW _{FR}	331.132
2	Capacity level for the application of the entry-exit regime	GT ₀₃	102.009	kW ₀₃	340.646
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		3.462		14.208
5	Increases in tonnage GT for reasons of safety (b).	GT _S	0		0
6	Total entries (3 + 4 + 5)		3.462		14.208
7	Exits financed with public aid (a)	GT _a	3.026	kW _a	8.991
8	Other exits (not included in 7) (a)		1.694		7.853
9	Total exits (7 + 8) (c)		4.720		16.844
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	98.140	kW _t	328.496
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		98.983		331.655

(a). situation as registered in the Community Fleet Register on 24th August 2004
 (b). based on Member State's annual report
 (c). assumes reduction of capacity due to vessel exits
 (d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	171.502	R(kW)₀₃	412.025
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	0
4	Exits financed with public aid	GT_a	3.026	kW_a	8.991
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	98.140	kW_t	328.496
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	168.476	R(kW)_t	403.034

(a). situation as registered in the Community Fleet Register on 24th August 2004

SWEDEN

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
44.847	0	0	397	0	45.244

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
224.790	0	0	1.799	0	226.589

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	44.847	kW _{FR}	224.790
2	Capacity level for the application of the entry-exit regime	GT ₀₃	45.244	kW ₀₃	226.589
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		2.015		13.444
5	Increases in tonnage GT for reasons of safety (b).	GT _s	0		0
6	Total entries (3 + 4 + 5)		2.015		13.444
7	Exits financed with public aid (a)	GT _a	391	kW _a	1.086
8	Other exits (not included in 7) (a)		2.497		16.254
9	Total exits (7 + 8) (c)		2.888		17.340
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	43.974	kW _t	220.894
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		44.853		225.503

- (a). situation as registered in the Community Fleet Register on 24th August 2004
 (b). based on Member State's annual report
 (c). assumes reduction of capacity due to vessel exits
 (d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	51.993	R(kW)₀₃	261.028
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	0
4	Exits financed with public aid	GT_a	390	kW_a	1.042
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	43.974	kW_t	220.894
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	51.603	R(kW)_t	259.986

(a). situation as registered in the Community Fleet Register on 24th August 2004